

# 2019-2022 Transportation Improvement Program (TIP)

For the Hidalgo County  
Metropolitan Planning Organization



**To be adopted by Transportation Policy Committee  
May 17<sup>th</sup>, 2018**

*"This report was funded in part through grant(s) from the Federal Highway Administration (and Federal Transit Administration), US Department of Transportation. The views and opinions of the authors (or agency) expressed herein do not necessarily state or reflect those of the U.S. Department of Transportation"*

**TABLE OF CONTENTS**


<b>PLANNING AREA</b>	<b>3</b>
<b>A. INTRODUCTION</b>	<b>4</b>
<b>B. PURPOSE</b>	<b>5</b>
<b>C. DEFINITION OF AREA</b>	<b>7</b>
<b>D. PUBLIC INVOLVEMENT PROCESS</b>	<b>8</b>
<b>E. BICYCLE AND PEDESTRIAN ADVISORY COMMITTEE</b>	<b>9</b>
<b>F. GROUPED PROJECTS</b>	<b>10</b>
<b>G. FUNDING PROGRAMS</b>	<b>10</b>
<b>H. PUBLIC TRANSPORTATION</b>	<b>15</b>
<b>Funding Programs Used</b>	<b>15</b>
<b>Transit Asset Management</b>	<b>19</b>
<b>I. PERFORMANCE BASED PLANNING</b>	<b>21</b>
<b>J. TIP PROJECT SELECTION PROCESS</b>	<b>23</b>
<b>K. TIP MODIFICATION AND AMENDMENT POLICIES AND PROCEDURES</b>	<b>25</b>
<b>L. YEAR OF EXPENDITURES</b>	<b>26</b>
<b>M. AIR QUALITY</b>	<b>26</b>
<b>N. AMERICANS WITH DISABILITIES</b>	<b>26</b>
<b>O. DEFINITION OF CSJ CATEGORIES</b>	<b>28</b>
 <b>APPENDIX A – FAST-Act COMPLIANCE CHECKLIST</b>	 <b>29</b>
<b>APPENDIX B – HIGHWAY AND TRANSIT TIP TABLES</b>	<b>38</b>
<b>APPENDIX C – GLOSSARY</b>	<b>82</b>
<b>APPENDIX D - MPO SELF CERTIFICATION</b>	<b>103</b>
<b>APPENDIX E – RESOLUTIONS</b>	<b>105</b>

# **APPENDIX A**

## **FAST-Act Compliance Checklist**

## FAST-Act HCMPO's COMPLIANCE CHECKLIST

As per the FAST-Act requirements for Metropolitan Planning Organizations Transportation Planning, please find for your reference the following compliance elements:

*This compliance document makes several references to the HCMPO's UMAP application. U.M.A.P. (United Metropolitan Area Planning) is an interactive web mapping application available for use on both desktops and mobile devices. This web map allows for seamless online viewing of all HCMPO GIS mapping data. U.M.A.P. can be accessed on the HCMPO website by clicking on the U.M.A.P. link on the website header WWW.HCMPO.ORG. The web mapping application is in a similar format as a google map with added functionality. When on U.M.A.P. HCMPO map data can be turned on and off by using the Layers button on the top right hand side of the banner the button looks like this . When clicked on a drop down list appears listing all available mapping data, layers can be toggled on the map by selecting the checkbox of the desired data layer; multiple layers can be viewed simultaneously. Navigation through map is similar to that of a google map by clicking and dragging on the map to move about the mapping area. To zoom in and out of an area the + and – buttons on the left hand side of the mapping area can be used or by using the scroll wheel on your mouse. Some items on the map provide more information by simply being clicked on opening a pop up window with more detail about the map item.*

- 1. Update the Public Participation Plan to include public ports and private providers of transportation including intercity bus operators, employer based commuting programs such as carpool program, vanpool program, transit benefits program, parking cash-out program, shuttle program or telework program.**

Compliance:

- ✓ The HCMPO updated its Public Participation Plan on November 17, 2017 to make it FAST-Act compliant. This document can be found under <http://www.hcmpo.org/docs/default.htm>
- ✓ The transit providers of the Hidalgo County MPO McAllen and Valley Metro do not have carpool programs, vanpool programs, transit benefits programs, parking cash-out programs, shuttle programs or telework programs so this doesn't apply to our region.

**2. Demonstrate consultation with agencies involved in tourism and natural disaster risk reduction**

Compliance:

- ✓ The Bicycle and Pedestrian Advisory Committee, an advisory sub-committee to the Transportation Policy Committee holds monthly meetings (unless otherwise agreed) the first Wednesday of every month before the Technical Advisory Committee Meeting. This Committee holds members from different backgrounds such as City Planners, Engineers, advocates, Economic Development as well as the Super Intendent for Estero Llano Grande State Park and the Refuge Manager for Santa Ana National Wildlife Refuge. During these monthly meetings, miscellaneous topics are discussed such as future music festivals, 5k's and events taking place at Santa Ana National Wildlife Refuge as well as Estero Llano Grande State Park. We also use our social media profiles (Twitter and Facebook) to promote these events.
- ✓ A hurricane evacuation map can be found at the Hidalgo County MPO's UMAP application at [www.hcmpo.org/gisapps/GIS\\_HCMPPO/](http://www.hcmpo.org/gisapps/GIS_HCMPPO/)

**3. MPOs, States, and the providers of public transportation shall jointly agree upon and develop specific written provisions for cooperatively developing and sharing information related to transportation performance data, the selection of performance targets, the reporting of performance targets, the reporting of performance to be used in tracking progress toward attainment of critical outcomes for the region of the MPO & the collection of data for the State asset management plan for the NHS**

Compliance:

- ✓ Please find below the MOA resolutions which have been executed with the transit providers and TxDOT for performance target setting.

### Memorandum of Agreement

This Memorandum of Agreement (MOA) is entered into, by and between, the Hidalgo County Metropolitan Planning Organization (MPO) Transportation Policy Committee, acting as the legal representative of the Hidalgo County MPO urbanized area and Metro McAllen designated as the Transit provider for the City of McAllen.

This agreement is made between the two parties to satisfy the requirements of 23 CFR 450.310, which requires an agreement between the two MPO and operators of publicly owned transit services which specifies cooperative procedures for carrying out transportation planning (including corridor and sub-area studies) and programming.

It is agreed by the parties to this agreement that Metro McAllen will perform transit operations activities as required by applicable Federal, State, and local laws and regulations within the MPO Metropolitan Area Boundary.

The MPO and Metro McAllen will work together to ensure that transit-planning activities are carried out in a cooperative, continuing, and comprehensive manner.

It is agreed that Metro McAllen will provide information necessary to the MPO in order for the MPO to satisfy applicable Federal, State, and local laws and regulations. Metro McAllen shall also provide demographic information as requested by the MPO concerning transit rider-ship.

It is further agreed that the Metro McAllen will assist the MPO in preparing documents and reports necessary to satisfy Federal, State, and local laws and regulations. As a minimum, this shall include the Metropolitan Transportation Plan, the Transportation Improvement Program, the Public Involvement Policy and the Unified Planning Work Program.

The Metro McAllen agrees to provide staff to attend any public that the MPO may schedule during the revision of any of the above documents to answer questions concerning transit by citizens. The MPO will, to the greatest extent possible, coordinate meeting schedules with Metro McAllen staff.

Metro McAllen shall have representatives on the MPO Transportation Policy Committee and Transportation Advisory Committee.

Metro McAllen will provide to the MPO agendas and background material for all meetings of Metro McAllen, as well as any public hearing or other officially called meetings. The MPO will provide staff members to attend meetings of Metro McAllen.

The MPO will provide necessary support and information to Metro McAllen that will assist it in carrying out its responsibilities as outlined in this agreement provided the work is included in the MPO's Unified Planning Work Program.

This agreement remains in effect until cancelled by either party.

Cancellation of this agreement may be made by notification to the other party at least 60 days prior to the effective date of the cancellation.

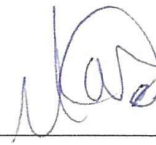
Signed on this Day of March 19<sup>th</sup> 2018

HIDALGO COUNTY METROPOLITAN  
PLANNING ORGANIZATION




Policy Committee Chairman

Metro McAllen  
(TRANSIT OPERATOR)



Authorized Representative

TEXAS DEPARTMENT OF TRANSPORTATION



District Engineer

Date



### Memorandum of Agreement

This Memorandum of Agreement (MOA) is entered into, by and between, the Hidalgo County Metropolitan Planning Organization (MPO) Transportation Policy Committee, acting as the legal representative of the Hidalgo County MPO urbanized area and LRGVDC/Valley Metro designated as the Transit provider for the Hidalgo County Corridor.

This agreement is made between the two parties to satisfy the requirements of 23 CFR 450.310, which requires an agreement between the two MPO and operators of publicly owned transit services which specifies cooperative procedures for carrying out transportation planning (including corridor and sub-area studies) and programming.

It is agreed by the parties to this agreement that LRGVDC/Valley Metro will perform transit operations activities as required by applicable Federal, State, and local laws and regulations within the MPO Metropolitan Area Boundary.

The MPO and LRGVDC/Valley Metro will work together to ensure that transit-planning activities are carried out in a cooperative, continuing, and comprehensive manner.

It is agreed that LRGVDC/Valley Metro will provide information necessary to the MPO in order for the MPO to satisfy applicable Federal, State, and local laws and regulations. LRGVDC/Valley Metro shall also provide demographic information as requested by the MPO concerning transit rider-ship.

It is further agreed that the LRGVDC/Valley Metro will assist the MPO in preparing documents and reports necessary to satisfy Federal, State, and local laws and regulations. As a minimum, this shall include the Metropolitan Transportation Plan, the Transportation Improvement Program, the Public Involvement Policy and the Unified Planning Work Program.

The LRGVDC/Valley Metro agrees to provide staff to attend any public that the MPO may schedule during the revision of any of the above documents to answer questions concerning transit by citizens. The MPO will, to the greatest extent possible, coordinate meeting schedules with LRGVDC/Valley Metro staff.

LRGVDC/Valley Metro shall have representatives on the MPO Transportation Policy Committee and Transportation Advisory Committee.



LRGVDC/Valley Metro will provide to the MPO agendas and background material for all meetings of LRGVDC/Valley Metro, as well as any public hearing or other officially called meetings. The MPO will provide staff members to attend meetings of LRGVDC/Valley Metro.

The MPO will provide necessary support and information to LRGVDC/Valley Metro that will assist it in carrying out its responsibilities as outlined in this agreement provided the work is included in the MPO's Unified Planning Work Program.

This agreement remains in effect until cancelled by either party.

Cancellation of this agreement may be made by notification to the other party at least 60 days prior to the effective date of the cancellation.

Signed on this Day of March 16<sup>th</sup> 2018

HIDALGO COUNTY METROPOLITAN  
PLANNING ORGANIZATION



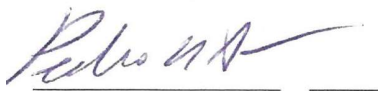
Policy Committee Chairman

LRGVDC/Valley Metro



Authorized Representative

TEXAS DEPARTMENT OF TRANSPORTATION



District Engineer

Date

4. **Incorporate two new planning factors, a) improve the resiliency and reliability of the transportation system and reduce or mitigate storm water impacts of surface transportation and b) enhance travel and tourism.**

Compliance:

- ✓ Please refer to page 6 of this document to verify compliance with this item.
- ✓ Please refer to the HCMPO's UMAP application at [www.hcmpo.org/gisapps/GIS\\_HCMPO/](http://www.hcmpo.org/gisapps/GIS_HCMPO/) for review of the area's FEMA data showing low lying areas prone to flooding and the roadways that maybe affected by storm waters.
- ✓ To enhance travel and tourism available on UMAP are Parks, Bike Friendly Businesses, Hike & Bike Trails, National Wild Life Refuge and points of interest data including; museums, major shopping areas, event and entertainment venues.

5. **Include consideration of intercity buses**

Compliance:

- ✓ MTP Project Data available on UMAP includes: Roadway Name, Project Limits, Project Description, Year of Expenditure and funding category. Valley Metro and McAllen Metro Routes and Bus Stops which can be overlaid on roadway network to show links between major highway networks and arterials within the region and identification of routes that lie on roadways that maybe affected by storm waters.

6. **MTP includes an assessment of capital investment and other strategies to preserve the existing and future transportation system and reduce the vulnerability of the existing transportation infrastructure to natural disasters.**

Compliance:

- ✓ Please refer to UMAP application at [www.hcmpo.org/gisapps/GIS\\_HCMPO/](http://www.hcmpo.org/gisapps/GIS_HCMPO/). UMAP data includes Hurricane evacuation routes, FEMA data showing low lying areas prone to flooding and the roadways that maybe affected by storm waters.

7. **MTP includes a description of the performance measures and performance used in assessing the performance of the transportation system.**

Compliance:

- ✓ Please make reference to pages 19-23 to verify compliance with this item.
- ✓ Both transit providers Valley Metro and McAllen Metro have adopted TAM targets
- ✓ The HCMPO has adopted targets following those of the Texas Department of Transportation. These are for (PM1) since these were to be adopted by MPO's by February 27, 2018. The HCMPO is still closely monitoring the target settings for (PM2) and (PM3) which are to be adopted by the Texas Department of Transportation by May 20, 2018.

- 8. MTP includes a system evaluation report evaluating the condition and performance of the transportation system with respect to the performance targets including progress achieved by the MPO toward the performance targets.**

Compliance:

- ✓ Please make reference to pages 19-23 to verify compliance with this item.
- ✓ Both transit providers Valley Metro and McAllen Metro have adopted TAM targets
- ✓ The HCMPO has adopted targets following those of the Texas Department of Transportation. These are for (PM1) since these were to be adopted by MPO's by February 27, 2018. The HCMPO is still closely monitoring the target settings for (PM2) and (PM3) which are to be adopted by the Texas Department of Transportation by May 20, 2018.

- 9. STIP/TIP include a description of the anticipated effect of the STIP and TIP toward achieving the performance targets identified by the State in the long-range statewide transportation plan and by the MPO in the MTP.**

Compliance:

- ✓ Please make reference to pages 19-24 to verify compliance with this item.
- ✓ TxDOT has provided the Decision Lens Tool to visualize what project selection might look like when performance measures are implemented. The MPO intends to use the Decision Lens tool to help TAC and TPC members see how projects rank when we apply different weights to criteria to projects. Decision Lens should help the committees make informed decisions on how to best utilize performance measures when they see exactly how it may play out during implementation.

- 10. STIP/TIP include a linkage from the investment priorities in the TIP/STIP to achievement of performance targets in the plans.**

Compliance:

- ✓ Please make reference to pages 23 and 24 to verify compliance with this item.
- ✓ The House Bill 20 work group now the Planning Partners committee is conveying the importance of implementing project selection based on the performance measures and values adopted by each MPO, where projects are to be selected based on this process or whether a project was selected circumventing this process due to a significant external factor which makes it necessary and critical for the region, in which case the MPO will provide a detailed reasoning for endorsing such project. This is where the HCMPO will have an excellent use of the Decision Lens Tool provided by TxDOT.